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FAA MAY ACT ON EARLIER PROPOSALS IN RESPONSE TO MIDAIR

Federal Aviation Administration may act on two pending rulemaking proposals as a result of the Aug. 31 midair collision between a Piper Cherokee and an Aeromexico DC-9 over Cerritos, Calif. An FAA spokesman told BA Friday the agency could take final action by the end of the year on a notice of proposed rulemaking it issued a year ago. That proposal would mandate the "use, installation, inspection and testing of Air Traffic Control Radar Beacon System (ATCRBS) and Mode S transponders in U.S.-registered civil aircraft...as well as automatic pressure altitude reporting equipment within all terminal control areas" (both Group I and Group II TCAs) and above 12,500 feet MSL within the contiguous U.S., excluding airspace at and below 2,500 feet AGL. The proposal, which FAA issued almost exactly one year ago (BA, Sept. 23/102), also would require that after Jan. 1, 1992 all newly installed transponders must meet the TSO requirements for Mode S transponder equipment. Comment period closed last December and a final rule could conceivably be issued at any time.

Another proposal that is expected to receive close attention in the wake of the California midair is the recent petition by the Air Transport Association. ATA wants FAA to require automatic altitude reporting capability for flight operations in all terminal airspace where radar service is provided by FAA and in all controlled airspace above 4,000 feet (BA, Aug. 25/59).

Congress has not scheduled any hearings as a direct result of the Aug. 31 accident and pressure to complete the rest of its legislative agenda before the Oct. 3 adjournment date may preclude direct Congressional involvement in the issue during the three weeks remaining in the 99th Congress. There has been public pressure, however, for tighter restrictions or new equipment requirements on general aviation aircraft. In a lead editorial titled "No Right To Fly," the Sept. 8 Washington Post stated that "there are too many small planes flying under too little control around the major airports in this country." In addition to urging adoption of rules requiring altitude-recording (sic) transponders on most aircraft, the editorial called for adoption of traffic restrictions, noting that "the small planes will have to give way to the large." Last Wednesday's USA Today devoted a full page to varying viewpoints on the issue. In an editorial headlined "Restrict Small Planes To Make Flying Safer," the paper called for new equipment requirements, expanded restrictions on recreational fliers around major airports and the possible hiring of some controllers fired after the 1981 PATCO strike.

COURT RULES AIRPORTS CAN DENY USAGE TO REDUCE CONGESTION

An airport operator is permitted proprietary rights and powers and can deny use of the airport on the basis of noise or "other danger which can be caused by aircraft using the airport," according to a New York district court. In rendering his decision in the case of Western Air Lines vs. Port Authority of New York and New Jersey, Judge John Canella said the Port Authority had the right to maintain a 1,500-mile perimeter rule so as to reduce congestion. Western had attempted to get the rule overturned because it wants to provide nonstop service from LaGuardia to its Salt Lake City hub.

The court referred to a 1969 airport capacity case, Aircraft Owners and Pilots Association vs. Port Authority, which levied a "takeoff" fee on certain small aircraft for the purpose of reducing airport congestion. Court recognized the fee, which was imposed to divert air traffic during the

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NOW ONLINE WORLDWIDE

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY - AUGUST UNIT SHIPMENTS

	Aug. 86	Cal. Year		Aug. 86	Cal. Year
AEROSPATIALE GENERAL AVIATION					
• Single-Engine			CE-TU207	Turbo Stationair 8	0 0
TB-9 Tampico	0	2	CE-208	Caravan I	1 20
TB-10 Tobago	5	32	CE-208	Caravan II	1 2
TB-20 Trinidad	4	24	CE-210	Centurion	0 11
TB-21 Trinidad TC	0	3	CE-T210	Turbo Centurion	1 34
R110	0	1	CE-P210	Pressurized Centurion	0 7
R180	0	0	CE-188	AgHusky	0 0
R235	0	0	CE-188	AgTruck	0 0
TOTAL	9	62	• Multi-Engine		
BEECH AIRCRAFT CORP.					
• Single-Engine			CE-303	Crusader	0 2
BE-77 Skipper	0	0	CE-335		0 0
BE-C23 Sundowner	1	1	CE-340		0 8
BE-C24R Sierra	1	2	CE-402		0 1
BE-F33A Bonanza	2	14	CE-404	Titan	0 0
BE-F33C Bonanza	9	18	CE-414	Chancellor	1 4
BE-A36 Bonanza	2	34	CE-421	Golden Eagle	2 4
BE-V35B Bonanza	0	0	CE-425	Conquest I	0 3
BE-B36TC Bonanza	1	8	CE-441	Conquest II	0 1
• Multi-Engine			CE-500	Citation I	0 0
BE-B55 Baron	0	0	CE-550S/II	Citation II	4 17
BE-E55 Baron	0	0	CE-650	Citation III	1 7
BE-58 Baron	3	14	REIMS AVIATION		
BE-58TC Baron	0	0	• Single-Engine		
BE-58P Baron	0	3	CE-F152		0 0
BE-76 Duchess	0	1	CE-F152	Aerobat	1 3
BE-860 Duke	0	0	CE-F172	Skyhawk	0 3
BE-C99 Airliner	0	1	CE-FR172	Hawk XP	0 0
BE-C90-1 King Air	2	5	CE-F182	Skylane	0 0
BE-F90-1 King Air	0	3	CE-F182RG	Skylane RG	0 0
BE-B100 King Air	0	0	TOTAL		31 356
BE-200 Super King Air	3	19	Manufacturers net billing - \$23,385,974		
BE-200C Super King Air	1	1	AVIONS-MARCEL DASSAULT		
BE-300 Super King Air	1	19	• Multi-Engine		
BE-200T Super King Air	0	0	AD-My.10	Falcon	0 0
BE-1900C Commuter	0	9	AD-My.20	Falcon	0 1
Beechjet 400 Diamond IA	2	11	AD-My.200	Falcon	2 3
TOTAL	28	163	AD-My.50	Falcon	0 1
Manufacturers net billing - \$21,671,788.83			AD-My.900	Falcon	1 8
			TOTAL		3 13
BRITISH AEROSPACE					
• Multi-Engine			DEHAVILLAND AIRCRAFT OF CANADA		
BAe Jetstream 31	2	26	• Multi-Engine		
HS-748	0	1	DHC-5		0 2
BAe 146-100	3	7	DHC-6	Twin Otter	0 2
BAe 146-200	0	4	DHC-7		0 1
HS-125-800 Model A	0	9	DHC-8		2 21
HS-125-800 Model B	1	1	TOTAL		2 26
TOTAL	6	48	EMBRAER		
PILATUS BRITTEN-NORMAN					
• Multi-Engine			• Single-Engine		
BN-2B Islander	0	1	EMB-201	Ipanema	* 7
BN-2T Islander	1	4	EMB-710	Carioca	* 0
Mark III Trislander	0	0	EMB-711	Corisco	* 4
TOTAL	1	5	EMB-712	Tupi	* 5
CANADAIR					
• Multi-Engine			EMB-720	Minuano	* 16
CL-600 Challenger	0	0	EMB-721	Sertanejo	* 0
CL-601 Challenger	2	7	• Multi-Engine		
TOTAL	2	7	EMB-110	Bandeirante	* 0
CESSNA AIRCRAFT CO.					
• Single-Engine			EMB-120	Brasilia	* 4
CE-152	0	0	EMB-121	Xingu	* 3
CE-A152 Aerobat	4	4	EMB-810D	Seneca II	* 18
CE-172 Skyhawk	6	109	EMB-820		* 0
CE-172 Cutlass	0	0	TOTAL		* 57
CE-172RG Cutlass	0	1	FAIRCHILD AIRCRAFT CORP.		
CE-182 Skylane	0	37	• Multi-Engine		
CE-182 Turbo Skylane	0	1	Merlin III-C		1 1
CE-182RG Skylane RG	1	7	Fairchild 30		0 0
CE-182RG Turbo Skylane RG	0	1	Merlin IV-C		0 0
CE-185 Skywagon	0	0	Metro III		2 19
CE-U206 Stationair 6	5	45	TOTAL		3 20
CE-TU206 Turbo Stationair 6	3	24	GATES LEARJET		
CE-207 Stationair 8	0	0	• Multi-Engine		
			LR-250		0 0
			LR-250		0 0
			LR-35A		1 8
			LR-36A		0 0
			LR-55		1 3
			TOTAL		2 11

85a

GULFSTREAM AEROSPACE

• Multi-Engine			
GR-1159A	Gulfstream III	0	7
AE-840	Turbo Commander	0	0
AE-900	Commander 900	0	0
AE-980		0	0
AE-1000		0	2
TOTAL		0	9

ISRAEL AIRCRAFT INDUSTRIES

• Multi-Engine			
1124	Westwind 1	0	0
1124A	Westwind 2	0	4
	Astra	1	4
TOTAL		1	8

LAKE AIRCRAFT

• Single-Engine			
LA-4-200EP		0	4
LA-250	Renegade	3	12
TOTAL		3	16

MAULE AIR INC.

• Single-Engine			
M-5-180C		0	4
M-5-200		0	0
M-5-235C	Lunar Rocket	1	4
M-6-235		0	1
MX-7-180	Super Rocket	2	5
M-7-235	Super Rocket	1	8
MX-7-235		0	17
TOTAL		4	39

Manufacturers net billing — \$192,629

MOONEY AIRCRAFT CORP.

• Single-Engine			
M-20J	201 Lean Machine	2	19
M-20J	205	3	10
M-20K	252	8	56
TOTAL		13	85

PARTENAVIA S.P.A.

• Multi-Engine			
P68C		1	9
P68C-TC		0	3
P68	Observer	0	3
P68	Observer TC	0	2
Spartacus		0	1
TOTAL		1	18

PIPER AIRCRAFT CORP.

• Single-Engine			
PA-38-112	Tomahawk	*	0
PA-28-161	Warrior	*	33
PA-28-181	Archer II	*	25
PA-28-236	Dakota	*	4
PA-28RT-201T	Turbo Arrow IV	*	1
PA-32-301	Saratoga	*	5
PA-32R-301	Saratoga SP	*	1
PA-32R-301T	Turbo Saratoga SP	*	3
PA-46-310P	Malibu	*	39
• Multi-Engine			
PA-31-350	Chieftain	*	0
PA-31P-350	Mojave	*	0
PA-31-500	Cheyenne I	*	0
PA-31-500	Cheyenne IA	*	2
PA-42-720	Cheyenne III	*	1
PA-42-720	Cheyenne IIIA	*	1
PA-42-1000	Cheyenne 400LS	*	2
PA-34-220T	Seneca III	*	19
PA-44-180	Seminole	*	0
PA-44-180T	Turbo Seminole	*	0
PA-T1020		*	0
PA-T1040		*	0
TOTAL		*	136

SHORT BROTHERS LTD.

• Multi-Engine			
SBJ-CS-7	Skyvan	0	1
SD-3-30		0	1
SD-3-60		1	12
TOTAL		1	14

SINGLE-ENGINE

67 731

MULTI-ENGINE

43 362

GRAND TOTAL

110 1,093

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	August			Calendar Year to Date		
	1986	1985	1984	1986	1985	1984
Aerospatiale	9	11	*	62	46	*
Beech	28	11	32	163	204	279
British Aerospace	6	7	7	48	50	36
Britten-Norman	1	1	1	5	7	9
Canadair	2	1	1	7	3	15
Cessna	31	94	117	356	586	638
Dassault	3	0	6	13	13	19
De Havilland	2	3	2	26	24	17
Embraer	*	10	6	57	80	67
Fairchild	3	4	3	20	14	15
Gates	2	1	4	11	14	16
Gulfstream	0	4	6	9	40	32
Israel	1	*	1	8	6	7
Lake	3	1	5	16	17	22
Maule Air	4	8	6	39	57	35
Mooney	13	7	16	85	52	87
Partenavia	1	*	*	18	*	*
Piper	*	38	44	136	362	419
Short	1	2	0	14	13	23
TOTAL	110	203	257	1,093	1,588	1,636

* Figures not available.